

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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50X1-HUM

COUNTRY Hungary

REPORT

SUBJECT

DATE DISTR.

1 JUL 1957

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NO. PAGES

1

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REQUIREMENT NO.

ENCLOSURE ATTACHED
PLEASE ROUTE

REFERENCES

DATE OF INFO.

PLACE & DATE ACQ

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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Information is given on the following aircraft plants:

1. Sportarutermelő Vállalat, Esztergom;
2. Dunakeszi Repülőgépgyár, Dunakeszi airfield;
3. Pestvidéki Gépgyár, Tököl airfield;
4. ATRA, Budapest.

The report includes six pages of aircraft silhouette drawings, and a paragraph on the import and export of gliders.

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STATE	#X	ARMY	#X	NAVY	X	AIR	#X	FBI		AEC						
(Note: Washington distribution indicated by "X"; Field distribution by "#".)																

INFORMATION REPORT INFORMATION REPORT

CONFIDENTIAL

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY : Hungary

SUBJECT : Aircraft Production in Hungary

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[REDACTED] 50X1-HUM

- Firm - Hung.*
d. ~~ATRA~~ (Autotraktoralkatreszgyar - car and tractor parts factory) was known to produce aircraft and armored car parts. This factory was located on Soroksari ut close to the lamp factory [REDACTED]

[REDACTED] 50X1-HUM

2. [REDACTED]

Imports and Exports of Gliders

3. Unspecified quantities of gliders were imported from Czechoslovakia. They were of the types Zlin 381, Sohaj, Lunak, and Pionir. Hungarian gliders R-22s and Z-03b were exported. [REDACTED]

[REDACTED] 50X1-HUM

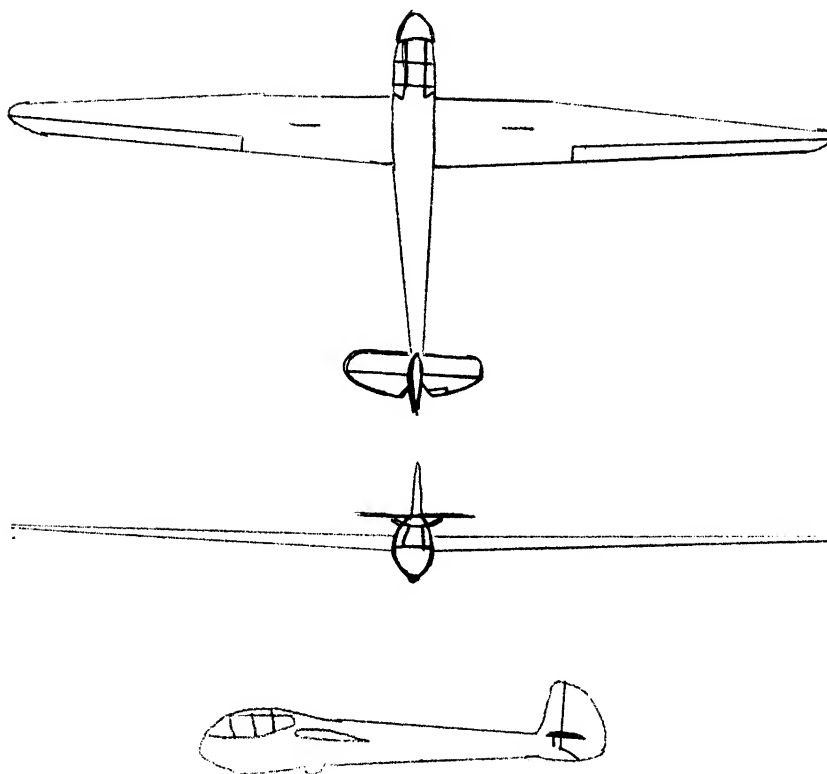
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APPENDIX NO. 1



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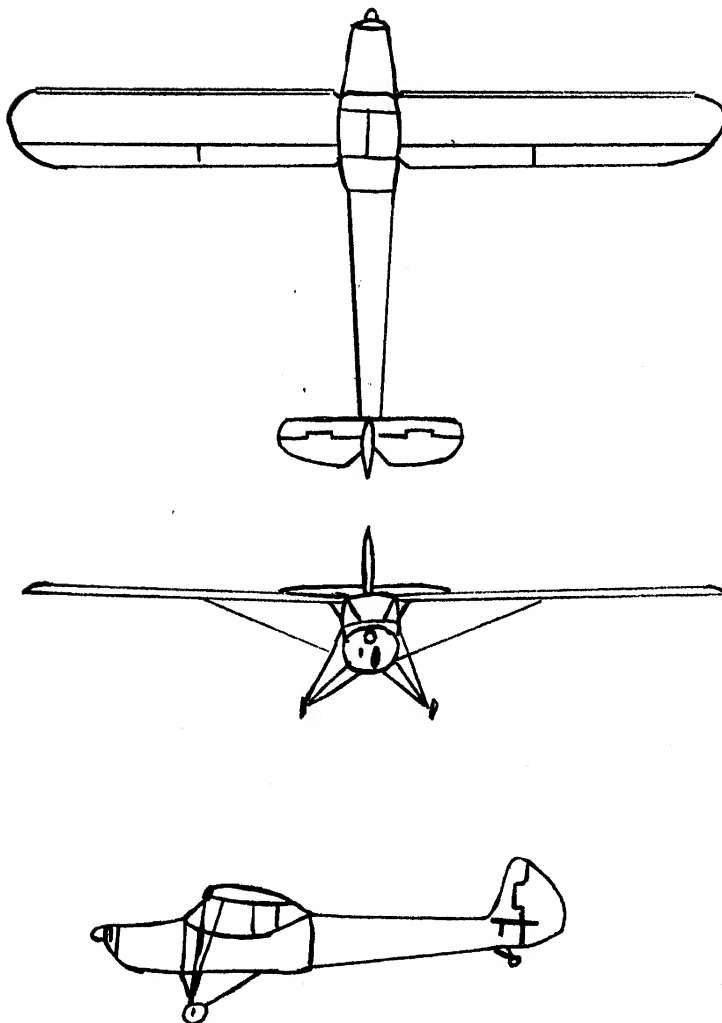
Futar R-22

Long-distance glider, constructed of wood. The designer was Ernő Rubik. The prototype was completed in 1948. This was a precursor model of R-22s and only a few were still in use. It had good flying qualities and could be towed and launched by winch. It was an all-maneuver-type glider.

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R-18 Kanya:

Two-seater, tow-plane for gliders and towing. The designer was Erno Rubik. The prototype was completed in 1948. It is a high wing monoplane constructed of metal and wood. Engine: Walter Minor IV; it is planned to be replaced with M11D model star engine to improve efficiency. By July 1956 some seven or eight copies were in use. It was considered a good plane.

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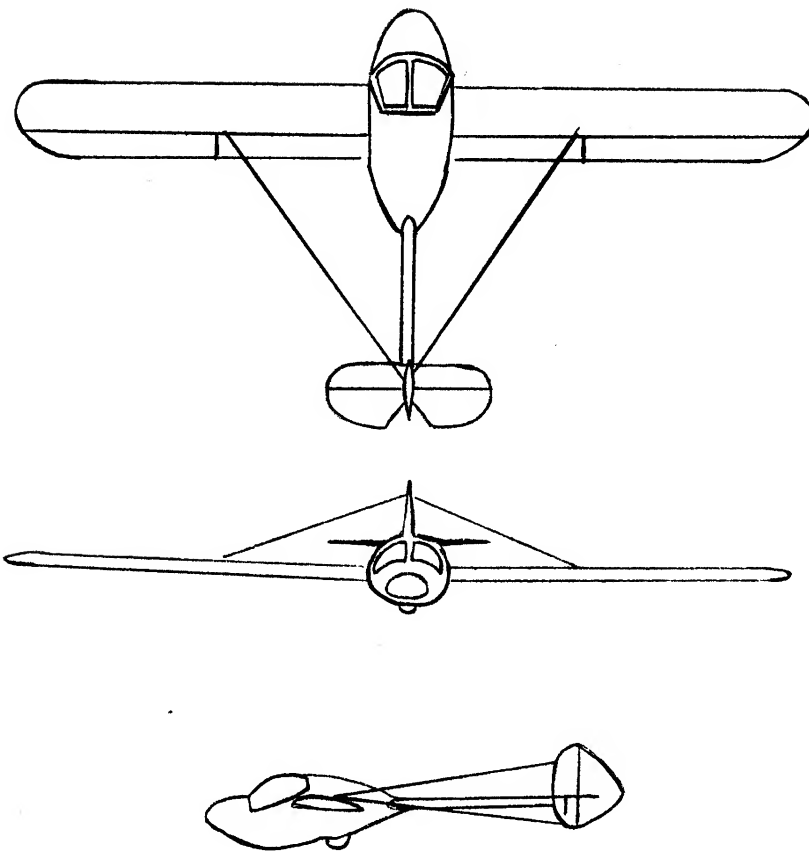
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APPENDIX NO. 3



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R-15b Koma:

Training glider of wood construction and with dual controls. Production was started in 1949. Some 60 were built in all. Considered a frail construction and not much used at present. The designer was Erno Rubik.

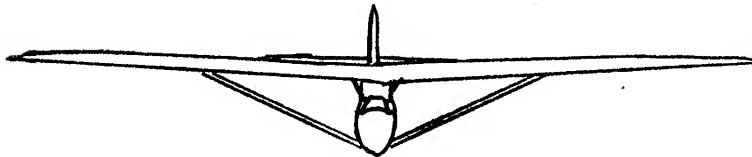
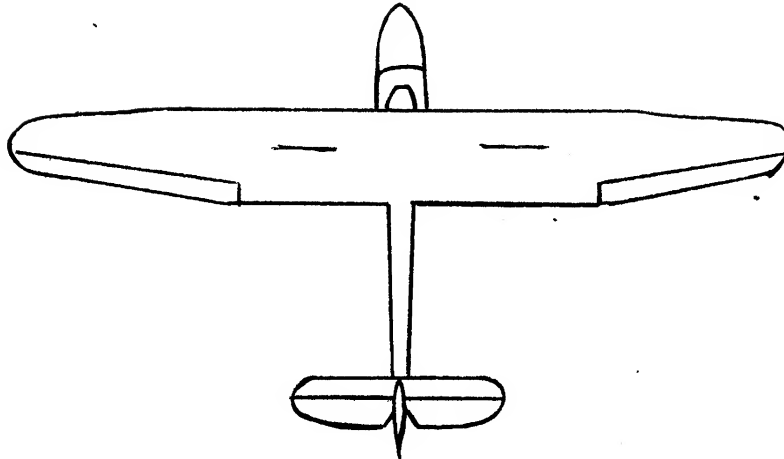
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APPENDIX NO. 4

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K-05 Szellő:

Single-seater, wood-construction, training glider. The designer was Sandor Kemeny. Production started in 1950. Some 50 were made in all. It was considered a frail construction but had good flying qualities.

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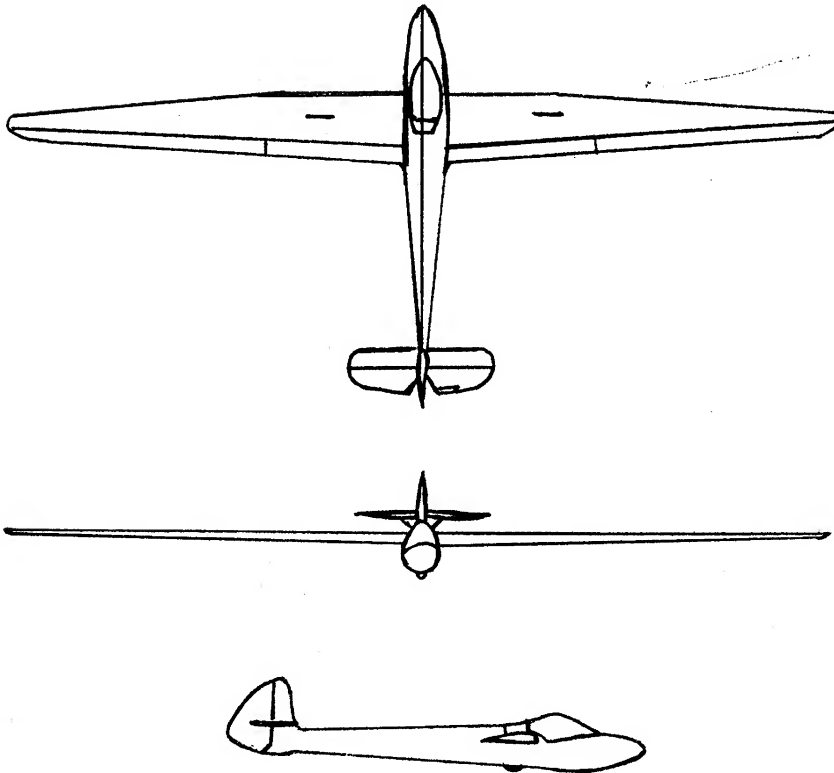
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R-22s Junius-18 (Super Futar):

Long-distance glider, wood construction with an all-maneuver capacity. It could be towed or launched by winch and was capable of any maneuver except acrobatic flying. About 50 to 55 were in use in Hungary as of July 1956. The designer was Erno Rubik; the prototype was completed in 1950.

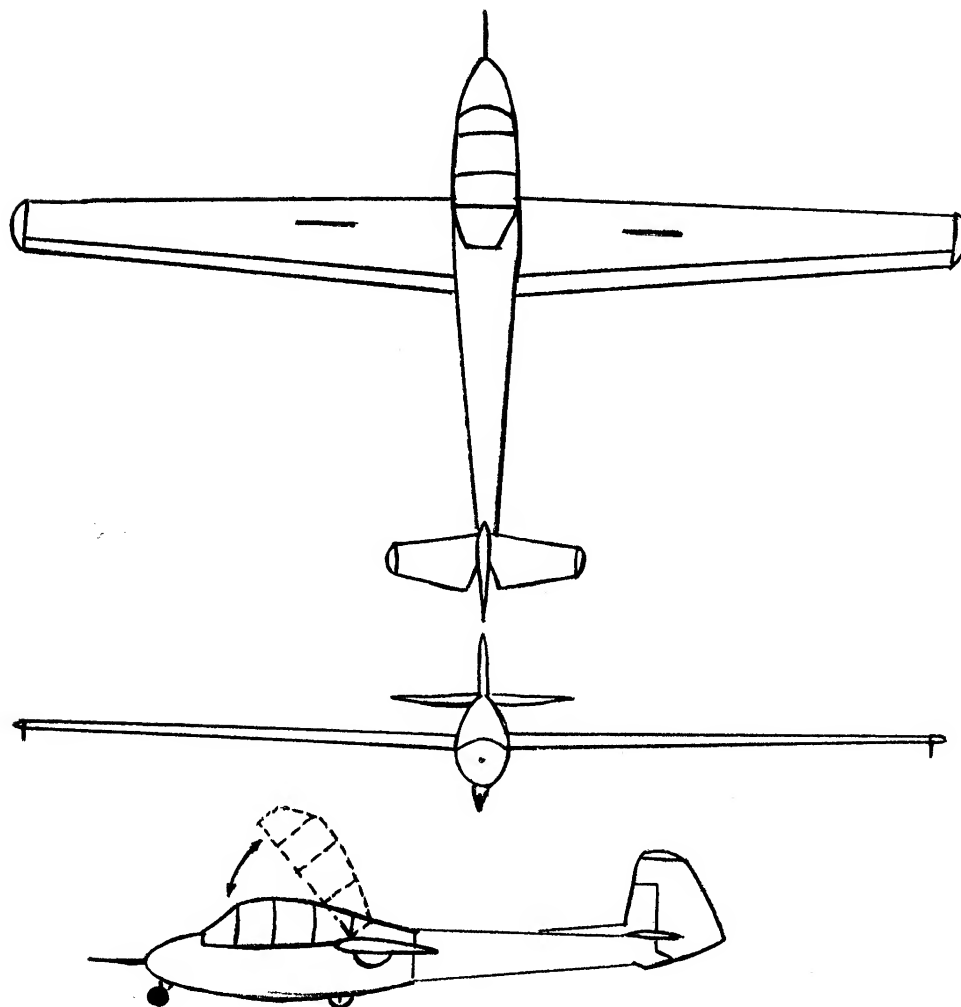
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Z-03b Ifjusag:

Modern training plane with dual controls. First Hungarian glider of complete metal construction. The prototype was completed in 1954 to 1955. Some of this model were exported. It was a good plane except for the nose wheel which often was out of order.

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